Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1 (Currently Amended) A tire manufacturing method for tires in plural sizes chosen from a group of sizes specified in advance, the method comprising:

molding a green tire ~~based on~~ by assembling all tire component members of the green tire specified in advance ~~and a~~ one by one as one unit in an assembling sequence specified in advance, wherein the members and the assembling sequence of the tire manufacturing method include at least two combinations of green tires in different sizes chosen from said group of sizes,

disposing a carcass band and two bead cores on a ~~toroidal~~ molding drum which has a bead lock portion, the ~~toroidal~~ molding drum having a diameter that can be expanded or reduced in a toroidal shape,

locking the bead cores with the bead lock portions,

repeatedly moving the ~~toroidal~~ molding drum between stations of a molding system having a plurality of working stations at a predetermined tact time, where the tact time is a sum of an actual working time and an idle time for each of the plurality of working stations,

expanding the diameter of the molding drum, toroidally extending the carcass band between the bead cores, rolling up a side portion of the carcass band around the bead cores outward in a radial direction,

assembling tire component ~~members~~ members, including a belt member and a tread member, with the bead cores locked to the ~~toroidal~~ molding drum and molding the green tire,

reducing the diameter of the molding drum, unlocking the bead cores, and removing the green tire from the molding ~~drum.~~drum,

wherein the foregoing steps are repeated to continuously mold green tires in mixed plural sizes.

2. (Currently Amended) A tire manufacturing method according to claim 1, wherein, in forming said carcass band, said carcass band is assembled onto a cylindrical molding drum to ~~form a~~ form the carcass band at working stations corresponding to an inner liner member and a carcass member, respectively, and then, the carcass band is removed from the cylindrical molding drum, and

in molding said green tire, after said process for rolling up the side portion of the carcass band on the ~~toroidal~~ molding drum, a belt member, a tread member and a sidewall member are assembled at respective corresponding working stations.

3. (Currently Amended) A tire manufacturing method according to claim 1, wherein at least one of said tire component members to be assembled at one of said working stations is comprised of one type of member element specified in advance and common to said group of sizes, ~~and a~~ and the green tire is molded by assembling the member element by an amount specified in advance for each tire component member for all the sizes in said group.

4. (Previously Presented) A tire manufacturing method according to claim 3, wherein at least one of said tire component members has a rubber ribbon made of a predetermined material continuously extruded through a die with a predetermined sectional shape as said member element, the rubber ribbon is wound on a cylindrical or a toroidal molding drum in a spiral shape and is laminated in the predetermined sectional shape, and the tire component member is assembled.

5. (Previously Presented) A tire manufacturing method according to claim 3, wherein at least one of said tire component members has a continuous sheet with a predetermined width made of a predetermined material as said member element, the

continuous sheet is cut into a length specified in advance according to a size, creating narrow pieces in a number predetermined for each size that are joined to each other so that cut-off faces of the narrow pieces are aligned in a circumferential direction on the molding drum, and the tire component member is assembled.

6. (Previously Presented) A tire manufacturing method according to claim 3, wherein a tread member and a sidewall member are included in tire component members having a rubber ribbon made of a predetermined material continuously extruded through a die with a predetermined sectional shape as said member element, the rubber ribbon is wound on a cylindrical or a toroidal molding drum in a spiral shape and is laminated as said member element, and an inner liner member, a carcass member and a belt member are included in tire component members having a continuous sheet with a predetermined width made of a predetermined material as said member element, the continuous sheet is cut into a length specified in advance according to a size, creating narrow pieces in a number predetermined for each size that are joined to each other so that cut-off faces of the narrow pieces are aligned in a circumferential direction on the molding drum as said member element.

7. (Previously Presented) A tire manufacturing method according to claim 3, wherein, as for at least one tire component member, said member element is directly assembled onto a cylindrical or a toroidal molding drum.

8. (Previously Presented) A tire manufacturing method according to claim 3, wherein, as for at least one tire component member, said member element for a single tire is combined and then, the combined member element is assembled on a cylindrical or a toroidal molding drum.

9. (Previously Presented) A tire manufacturing method according to claim 1, further comprising:

determining a shortest idle time, which is the shortest of the idle times for each of the plurality working stations, and

changing the tact time in advance so that the shortest idle time becomes shorter.

10. (Currently Amended) A tire manufacturing method according to claim 1, ~~wherein an estimate equation is prepared in advance to estimate a primary harmonic component of radial run-out in a green tire caused by a relative displacement or angular displacement between the center of axis of the carcass band and the center of axis of the bead core in setting the bead core on the outer circumference of the carcass band,~~

~~radial run-out of a first green tire is measured for one cycle and an inverted waveform in which the primary harmonic component is inverted is obtained,~~

~~in molding a subsequent tire of the same size as said first tire in said molding system thereafter, a relative displacement or an angular displacement between the center of axis of the carcass member and the center of axis of the bead core causing this inverted waveform is obtained by back calculation of said estimate equation, and the position or the angle of at least either one of the bead core axis centers is changed by the magnitude of the displacement acquired from the estimate equation in the direction of the displacement acquired from this estimate equation so as to set the bead core on the carcass band.~~the method further comprising the steps of:

determining a correlation of a circumferential phase and an amount of relative displacement or angular displacement between a center of axis of the carcass band and a center of axis of the band core, with an amplitude of a primary harmonic component of a radial run-out of the green tire;

constructing a molding system so that a setting position or an angle of the bead core can be controlled;

measuring the radial run-out of a first green tire for one cycle;

using a result thus measured to control the setting position or the angle of the bead core with respect to a subsequent green tire to be molded so as to cancel the primary harmonic component of the radial run-out and reduce the radial run-out of the green tire.

11. (Previously Presented) A tire manufacturing method according to claim 1, wherein vulcanization of the molded green tires is started sequentially at said predetermined tact time and vulcanization of the tires is finished at said predetermined tact time.

12. (Currently Amended) A tire manufacturing method according to claim 1, wherein inspection of the ~~vulcanized~~ tire is started at said predetermined tact time.